

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing Of Claims:**

1-6. (Canceled)

7. (New) A method for automatically initiating an emergency braking sequence, comprising:

performing a preliminary warning braking in a motor vehicle;

determining an achievable vehicle deceleration during the preliminary warning braking; and

varying a time of initiating an emergency braking as a function of the determined achievable vehicle deceleration.

8. (New) The method as recited in Claim 7, further comprising:

decelerating at least one wheel of the motor vehicle to a slip limit during the preliminary warning braking.

9. (New) The method as recited in Claim 7, further comprising:

increasing a braking force during the preliminary warning braking until one of at least one wheel reaches a slip limit and one of the braking force and a correlated state variable attains a defined maximum value; and

when a maximum value is attained without a wheel having reached the slip limit, using a high estimated value of the attainable vehicle deceleration as a basis.

10. (New) The method as recited in Claim 7, wherein:

the attainable vehicle deceleration is represented by a parameter that indicates a coefficient of friction between a roadway and tires.

11. (New) The method as recited in Claim 10, further comprising:  
determining the coefficient of friction during preliminary warning braking; and  
controlling, in accordance with the determined coefficient of friction, a braking  
pressure buildup when initiating the emergency braking.
- 12 (New) A control unit, comprising:  
a situation analyzer unit for determining a point in time for initiating a warning  
braking and a later, provisional point in time of initiating an emergency braking on the basis  
of a measured distance to an obstacle and a measured relative velocity of this obstacle, as well  
as on the basis of a provisional value of a vehicle deceleration; and  
an ABS/ESP control unit for modulating a braking pressure as a function of a slip  
condition of a braked wheel while computing a coefficient of friction of a roadway, the  
coefficient of friction being determined during the warning braking, the ABS/ESP control  
unit reporting the determined coefficient of friction to the situation analyzer unit, wherein:  
the situation analyzer unit corrects the provisional point in time of initiating an  
emergency braking on the basis of the vehicle deceleration as given by the determined  
coefficient of friction.